

*BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)*  
*FOR THE MIAMI URBANIZED AREA*

A G E N D A

WEDNESDAY, OCTOBER 23, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS  
6130 SUNSET DR.  
SOUTH MIAMI, FLORIDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES:
  - { MEETING OF SEPTEMBER 25, 2002
- III. PRESENTATIONS:
  - A. BISCAYNE & BLACK CREEK TRAILS - B. Williams, M-D Parks
  - B. PEOPLES' TRANSPORTATION PLAN - C. Forbes, MPO
- IV. INFORMATION ITEMS:
  - A. BPAC 2003 TENTATIVE MEETING DATES - D. Henderson
  - B. SEPTEMBER PROGRESS REPORT - J. Manzella

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, OCTOBER 23, 2002

### MEMBERS PRESENT

Sheila Boyce   Brett Bibeau   Bruce Henderson   Ted Silver

### MEMBERS ABSENT

Amado Leon   Brian Hannigan

### OTHERS PRESENT

David Henderson, Staff  
Bill Best, Cyclist

Jae Manzella, Staff  
Noel Cleland, Bicycle Commuter

Clinton Forbes, MPO  
Archer Ingersoll, Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Parks Dept. representatives don't have enough information yet to make a presentation tonight. They've asked to be on next month's agenda. In place of this, he would like to make a presentation on the Pedestrian Safety Program. BB: <i>Motion approving the agenda; seconded by BH; vote - unanimous.</i>
APPROVAL OF MINUTES	- BB: <i>Motion approving the amended 9/25/2 Minutes; seconded by BH; vote: unanimous.</i>
PEOPLE'S TRANSPORTATION PLAN	- CF: Besides acting as Public Education staff for the ½ penny sales tax, he is the CTAC liaison. Over 300 public meetings were conducted, including a 3000 participation summit. There is an interactive website <a href="http://www.trafficrelief.com">www.trafficrelief.com</a> . This plan is expected to be formulated by all the comments received from the public, using the MPO's Long-Range Plan as a foundation. He asked if anyone had not experienced traffic congestion during peak hours. As one person raised his hand he inquired if he was retired. NC: No; I ride a bike 60 miles a day. CF: Miami is the 4th most-congested city in the nation. The average American loses 69 hours/year in traffic congestion. He passed-out brochures. In 1999, a similar transit tax was attempted, without any solicitation from the public. The 1-cent tax would have been distributed to a variety of projects, such as scholarships, arts and cultural programs; which are good projects, but this tax should have gone to one thing: transportation. That's what the new proposal does: only transit related projects. There is a schedule of each project and time frame. Unlike the Florida Lottery and education funds, funds already earmarked for transit projects will remain for that purpose. The County must maintain the same level of funding for transit as it has in the past, in addition to the new funds generated by taxes. A Citizens Independent Trust (CIT) will oversee, audit and manage implementation of the projects. Some members of the nominating committee for the CIT are outstanding citizens representing a broad variety of community interests. About 3 years ago, the Federal government decreed that they would not provide anymore funding until the County could provide a dedicated source of revenue for transportation projects. Miami-Dade the only county in the nation that does not have a dedicated source for transportation. This tax would provide that source. Federal agencies will provide \$2 for every \$1 the County provides, and the State will match our funds \$1/\$1. There are 90 miles of planned expansion for Metrorail; 635 new buses, which would be immediate. Metrorail expansion would take years. The first priority would be

the North line, followed by the East/West line. This expansion makes commuting by rail a much more viable option. All municipalities will be provided a share, from 20% of the total revenues. This share is based upon population. Municipalities have to spend this on transportation, including curb-cuts, beautification and bike paths. The tax increase is expected to cost the average Miami-Dade resident \$50 more per year. This tax increase isn't only about benefiting the current resident, but also our children, their children, and future residents. If this tax does not pass the vote, transportation can only become dramatically worse.

SB: Inquired what type of access would accommodate passengers to/from MIA/MIC.

CF: That would be a Metromover-type project.

TS: Inquired how many members would be in the CIT.

CF: Fifteen; 13 from each Commission district, 1 appointed by the Mayor, and 1 from the Miami-Dade League of Cities. The 20-member Nominating Committee chooses 4 people for each of the 15 positions. Both the Mayor and League positions are at-large.

TS: Inquired if the membership/actions are spelled-out in the legislation.

CF: Yes, the ordinance has been created. The ballot is limited to the amount of wording.

TS: Inquired if any conflicts occur between the CIT and other transportation-related entities, such as the MDX.

CF: No. The CIT only oversees the implementation of the Transit Plan. New projects would have to be approved by the MPO/Board of County Commissioners. The priorities will be handled by the MPO.

TS: Wondered if funds earmarked for projects in the TIP would be freed-up after tax revenues begin contributing to the same projects.

DH: Those projects listed in the TIP would logically be a priority.

CF: Many projects listed in the TIP and LRP are "Unfunded".

DH: Although millions of dollars would be generated through the tax; this only represents a small portion of the total funds necessary for these projects. It does however, guarantee Miami-Dade the right to solicit for Federal funds, as well as a operational/maintenance source.

BB: Congratulated efforts to bring this Plan to the public and gather input.

DH: Inquired how the tax would benefit bicycle/pedestrian mobility directly.

NC: At another meeting he inquired why bicycle lanes would not be included in the Plan. He was told it wasn't the correct forum for that question. Greenways don't relieve traffic congestion; bike lanes do. Bicycle commuters from other parts of the nation/world tell him riding in Miami-Dade is scary. This should be a usage fee, rather than a sales tax. Roadway drivers should be paying more for their usage.

CF: The CTAC commissioned a study regarding usage fees, because they were leaning towards suggesting this type of revenue source. Polls showed usage fees to be more popular than a sales tax. However, even with 4-5 combinations of usage fees there isn't enough funding for all the projects. The 1st summit meeting was for citizens to provide input; the 2nd, which NC referred to was to review that culmination of input, and to prioritize it. In all the meetings he's attended, he hasn't heard 1 comment about bicycle/pedestrian access. That's why the BPAC is so important; to keep pushing this issue for integration.

BB: That's disappointing. Everyone is too focused on automobiles. Many people can't afford cars/insurance/gas/maintenance. They would improve their quality of life, health, environment and avoid the traffic with bicycles.

TS: CF's comment regarding no b/p comments typifies a failure of government to be

		<p>prodded by the public to include b/p considerations. The situation has gotten so bad in most of the county that b/p mobility is off the scope. Most people have an attitude that nothing is going to change. It takes a brave person to stand-up in front of a hundred people complaining about traffic to mention bicycles as part of the solution. Staff should ask if anyone has b/p interests. You can't do a survey to see how feasible bicycle accommodations would benefit an area when bicyclists aren't riding because it's too dangerous to do so. The MPO has to commit to provide facilities to see if they assist, or else they've sealed our fate. There are State and County policies to do so. Inquired why there needs to be a voice from the public to make it an issue.</p> <p>CF: Agrees; but there is strength in numbers. The b/p public needs to mobilize in groups. Politicians listen to the loudest voices. They don't see bicycling as a viable option.</p> <p>TS: This community will not voluntarily move to transit. Everyday people sit in gridlock while Metrorail zooms by.</p> <p>BH: Transit is successful in Washington DC, Portland, etc. because they charge a lot of money for parking, an extra 20-cents/gallon tax, carbon off-sets for industry, etc. They have 10 times as much funds than Miami-Dade will have. They also have staff who really understand transit mobility.</p> <p>TS: Gas is \$5/gallon in Europe, and people have converted their habits.</p> <p>CF: MDT has just received 110 new buses with racks (bringing the fleet 60% equipped). Another 110 will be received at the end of 2003. The Transit Director promises by 2004 all buses will have racks. There isn't a set date when the bike parking at Metrorail stations will be improved, but it is in progress. The grant to complete the M-Path/South Dade Trail connection has recently been secured, and the project should be completed within 18-24 months. MDT has no plans to relax the hours passengers can bring bicycles on-board Metrorail; but, the permit will be on-line soon.</p> <p>SB: That eliminates anyone trying to bike to work.</p> <p>TS: A lot of people whom desire to use B&amp;R probably don't have access to a computer and are trying to get to work. Put the application in the Miami Herald and other newspapers, on every transit publication/stations, etc.</p>
FUTURE PROJECT REVIEWS	-	<p>DH: This is the same FDOT list, highlighting the types of projects deemed significant by the BPAC last month. He asked if any do not seem significant or vice-versa.</p> <p>TS: Inquired if bridge/safety projects are worth review for bike/ped. accommodations.</p> <p>DH: Unless under certain conditions, intersections aren't worth review. Due to the way the projects are categorized, "safety" projects may be just restriping or signalization.</p> <p>TS: Inquired whether an "add turn lane" project would be purchasing R-O-W.</p> <p>DH: Often this is true. Bridge projects are often structural and do not affect mobility.</p> <p>JM: Inquired whether turn lane projects can include pedestrian signalization.</p> <p>DH: For the Krome Av. intersections - no. However, along NW 27 Av. and further into the urbanized area, pedestrian signalization could be made part of the project.</p> <p>JM: Inquired whether the BPAC could ask for specific improvements on a project.</p> <p>DH: This could be done on a case-by-case basis. Usually, if automobile signals can be seen, ped-heads are not included. However, if there is an exclusive signal for a lane, these may be installed. He highlighted 5 St. bridge since the Miami River Greenway goes beneath it. Also, 27 Av. intersections, because this is a major crash corridor.</p> <p>TS: Inquired if the LeJeune project opens any opportunities for cyclists.</p> <p>DH: Not in the section listed. Shoulders on LeJeune Rd., south of US-1, would be nice.</p>

		<p>JM: Coral Gables staff are reviewing roads for bikeway improvements. Although LeJeune cannot be improved, an alternative could be found.</p> <p>DH: The Tamiami Trail project is promising, although most of the problem is in Collier County. I-75 would be another great facility leading to the west coast; it would require a sustained effort and legislative action. Florida Trail goes through I-75; at rest stops, there are often opportunities for off-road cycling. Due to the Everglades Restoration project, parts of the existing Tamiami Trail would be underwater; long bridges may be developed.</p> <p>BH: <i>Would like a bike/ped. checklist developed to be filled-out by the Project Mgrs. It would include safety improvements, lighting, access issues, and other opportunities.</i> This would cull the presentations list, as well as provide feedback without a presentation.</p> <p>TS: Concerned that Project Mgrs. will play lip-service on the form, and true commentary/counterpoints from personal interaction would be lost. Would rather send a reminder of what is expected in any project, and request notice regarding issues arising within particular projects in which the Project Mgr. cannot conform to standards.</p> <p>DH: It would be interesting to have FDOT provide the routine methods in which they consider bike/ped. accommodations for any project.</p> <p>BH: <i>Instead of listing the bike/ped. accommodations for the Project Mgrs., ask them as to what accommodations are being proposed for any particular project.</i> There will probably be more resistance from outside consultants, rather than FDOT staff.</p> <p>TS: <i>This needs to be done in the early stages of each project.</i> We shouldn't be too specific in requests for accommodations until we know what the project entails. <i>Meetings with Directors of departments, and staff, such as Mr. Cohen, still need to be carried-out.</i></p> <p>BH: <i>Private consultants (doing most of the work) must be informed of our concerns.</i></p> <p>TS: <i>It is important for staff to inform the BPAC when projects are being developed/bid.</i></p> <p>BH: Municipalities have projects in design that staff may not be aware of, until they reach the request for funding.</p>
FLORIDA INTERMODAL STRATEGIC SYSTEM PLAN	-	<p>DH: Ms. Rockwell could not attend tonight. (Flyers were passed-out.) The Plan does not define what it would accomplish, although it involves major transportation facilities.</p> <p>BH: <i>Motion to request that the Strategic Plan require intermodal facilities to be interconnected to regional greenway facilities; seconded by SB; vote - unanimous.</i></p> <p>JM: Concerned that the focus is upon large developments, ignoring bike/ped. mobility.</p>
ENHANCE-MENT RANKING RESULTS	-	<p>DH: Non-motorized transportation received a majority of this round's funding. FDOT plans to provide \$5 million towards these projects. That would fund the Dadeland North/South Connector, East Little Havana Greenway, North Beach Recreational Corridor, MDT Bike Parking, El Portal's project, and the Curtis Mansion.</p>
BISCAYNE/PORT BLVDS.	-	<p>DH: A status report is included in the Agenda. They are recommending ped-heads, and sent this request to M-DPW.</p>
RICKEN-BACKER CSWY. PROGRESS	-	<p>BB: A cyclist crashed into the curbing in front of Sundays restaurant.</p> <p>DH: Mr. Cohen has stated the project is held-up in the Plans &amp; Specifications Division.</p> <p>BB: Someone should contact them to push this project forward. It has been years.</p>
SEPTEMBER	-	<p>TS: The report included in the Agenda shows staff is doing wonderful work.</p>

PROGRESS		DH: He attended a Pro Bike/Walk conference and brought back materials he would like to share with the group in future meetings. He presented his pedestrian safety projects there. Although most attendees are government staff, a gathering of private advocate groups, known as the Thunderhead Alliance has been forming. They purposely exclude government personnel in their meetings.
MISCEL- LANEOUS	-	{ TS: Concerned that Mr. Cohen has been absent from many meetings. DH: He had to attend an Incorporation Committee meeting to fill-in for someone.

{ The meeting was adjourned at 9:00 p.m.